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Avion 1977-12-07

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Army Aviation Associations ERAU Employees

Eunice Richardson, Veteran's Affairs, and Mary Dittbenner, Admissions, were awarded certificates of appreciation by the Embry-Riddle chapter of the Army Aviation Association of America (AAAA).

AAAA President David Keith presented the awards to the two women at the annual professional banquet held at the Boardwalk Holiday Inn Friday evening.

Citing exemplary cooperation with the Veteran community and particularly effective assistance in student dealings with the Veteran's Administration, Keith presented Mrs. Richardson the Certificate of Appreciation on behalf of the 104 AAAA members for a job done in an exemplary fashion.

Mary Dittbenner was honored for her tireless efforts in assisting active duty military personnel in their admissions to E-RAU.

Keith emphasized that the awards were in recognition of services and considerations that were well in excess of what is normally expected of administrative staff members, and that the national chapter welcomes opportunities to honor those who aid its members.

Sikorsky Aircraft sent Mr. Ron Merritt to address the AAAA members on current helicopter programs. Mr. Merritt discussed the UH60A Blackhawk, the U.S. Army's new tactical helicopter, citing the aircraft as the most sophisticated helicopter in production in the world. Merritt's film and lecture presentation outlined what military rotary wing aviation concepts through the turn of the century will be. Increased crashworthiness, stability, cargo capacity and speed are coupled with lowered maintenance requirements to give the Army increased aviation flexibility and dependability.



David Keith, AAAA President, presents Certificates of Appreciation to Eunice Richardson (l) and Mary Dittbenner. (Photo and story by Hansen).

OΔK Honorary Taps 19



(Photo by Hansen)

Omicron Delta Kappas, the national leadership and scholarship honorary, tapped 19 of E-RAU's outstanding upper classmen for membership Sunday night at the President's Residence.

The initiates were selected on a basis of scholarship, participation in school and civic affairs, and leadership as evidenced by supervisory and elective positions.

The initiates were: Lascelles Adams, Daniel Furnish, Paul Giacomuzzi, Paul Hansen, Ray Katz, Kenneth Hibi, David Keith, Robert Larson, Allan Matzek, Joseph Obi, John Schaffer, Terry Smith, William Steele, Simon Stover, Thomas Reres, Johnathan Webber, Jesse Wilson, Sally Silliman, Craig Sabatke.



Photo by Burki

Locomoting In The UC



Photo by Henry

Sour Grapefruit



Photo by Burki

College Is Stimulating

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVION DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDED THEY ARE NOT LEWD, OBSCENE, OR LIBELOUS, AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

OPINIONS

EDITORIAL

By Ray D. Katz
AVION Editor

This is the last issue of the AVION for the Fall trimester. As a historical perspective let's take a quick at the events of the tri. First, and foremost, the new S.G.A. Constitution was ratified. It's different; but the improvement over the old is still subject to discussion. Bob Allen and Al Graves have had their hands full getting the new procedures implemented. I applaud their abilities in this - it is extremely difficult to do your job when the rules are still uncertain. But have they delivered on their campaign promise of getting more students involved in the operation of the S.G.A.?

To continue with the other organizations under the S.G.A.: Social Functions, WERU, the Phoenix, and lastly, the AVION. Social Functions, under the leadership of Jimmy Hilburger, have provided the student body with more and varied activities than the school has seen in quite a while. And with Bob Allen's help we've even seen joint functions with D.B.C.C. But can Jimmy continue to just ask for money from the S.G.A. till? It seems that Social Functions should help to pay their own way even in a small way, as the other organizations do.

WERU has muddled thru' another trimester. Although the disco productions are quite good and are earning WERU some money, their radio programming still leaves a lot to be desired. Mike Jaworski is dedicated, but does he think his staff is capable of handling the added responsibility of going FM?

The PHOENIX, this trimester, has been better organized than in the last several years. Linda Tanner was even responsible for finishing last year's yearbook, but is she going to be here to finish this year's? Nella Tate, where are you?

Last but not least, the AVION - it's been the best year yet. Better articles, more advertising and just an all around larger newspaper, but... the editor needs to get his act together, get his staff better organized, and so far the "headliner" has just been a word.

That pretty much covers the gamut. Most everything is on the up and up, but there are still plenty of problems to solve. If you've got answers to the questions I've posed, or advise on how the various organizations ought to be run, don't tell me... Get involved. The more students involved the more responsive these organizations will be to your wishes.

That's all for this tri. Happy Hanukkah, Merry Christmas, and have a good New Year.



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letters to the editor

LETTER TO THE EDITOR

Mr. Ray Katz
E-RAU AVION
Daytona Beach, Fl. 32015
Dec. 2, 1977

As the semester draws to a close it is quite ironic to me that after many letters, talks, and demands to my bosses I got their attention and E-RAU was awarded more pilot quotas for the Air Force ROTC program than any other university with an AFROTC unit on campus in the southeast. Now I find after telling E-RAU sophomores about pilot quotas for the last 10 weeks they listen but do not believe. At this writing, of 14 pilot quotas for E-RAU sophomores, only five people have the fully qualified. The biggest problem seems to be that no one wants to really do the necessary six steps to be considered a pilot candidate for the Air Force. It takes time to accomplish the six steps (which you do without obligation). Time is now running out and if more sophomores or students graduating between October 1, 1979 and September 30, 1980 do not come forward and try for these pilot slots by January of 1978 they must be returned to AFROTC headquarters to be distributed to qualified sophomores at other universities.

If you are hesitating but feel you are truly interested, visit the AFROTC office and accomplish these six steps (without obligation) to see if you qualify.

1. Application
2. Air Force Office Qualifying Test (AFOQT)
3. Air Force Physical Examination.
4. SAT scores or take SAT in January of 1978.

5. E-RAU Grade Report

6. Interview
Those who are successful will be awarded their pilot slot in February 1978 and will be on their way to Air Force pilot training shortly after receiving a B.S. degree.

John W. Maddox
Lt. Colonel, USAF
Commander, AFROTC Det 157

LETTER TO THE EDITOR

I like to make a comment about the article on "Aeronautical Engineering Dropout Rate" by Mark Shumway in Nov. 30, 1977 newspaper.

The school may have a high engineering dropout rate but I think an open door policy is not the cause. I for one do not think I would have made it into this school if there was not an open door policy. I am not a straight A student but I feel every human being should have the opportunity (if it is available) to see if they can do something. Qualifications are not the only thing that gets a person a job. Determination helps and if a person was not going to "waste time, money, and effort" to see what he could do I doubt that there would be many of us doing anything to see what we could accomplish out of life. A dropout rate as high as that of the engineering students, have the instructors been considered? After all, is not it better for a student to waste a trimester worth of "time, money, and effort" to know he really could not do something instead of a lifetime with the thought I could have.

Lorena Antonia Brown

LETTER TO THE EDITOR

To whom it may concern: (or if no one is concerned, to whoever is supposed to be concerned).

While the flight instruction here at Riddle used to be excellent, the number and intensity of the hassles involved, with flying here have slowly increased to the point where I don't even look forward to flying anymore. Included in the list of hassles are standing in long lines and fighting crowds in order to get a plane, dealing with some of the dispatchers who have immature and/or miserable attitudes, getting "no-aircraft" and having to use overcrowded facilities which cannot handle the huge number of people that are herded together and stuffed into them constantly. I am seeing numerous instructors developing poor attitudes about their jobs due to the intense workloads and pressures placed upon them. It seems the instruction is becoming more and more impersonal all the time as the instructors are overloaded with more students than ever.

And now, if what I have to say next doesn't take the cake, then nothing ever will. When I asked my instructor today why it was that the trimester would be over in 10 days and he has only been able to fly 3 deals with me so far he replied that they (the instructors in general) were sick and tired of trying to make the "system" work, and are going to prove their point to the administration by staging a king of "slow-down" on the flight line. In other words, they feel they shouldn't have to work overtime just to keep the "sys-

Christmas Greetings

tem" halfway working. And by putting in this overtime necessary to get students "course completed" in time, they are making the system look (to some) like it is working. The flight instructors want the administration to realize that the present system is incapable of handling the loads placed upon it, and hope the administration will see this when this trimester is over and large numbers of students have not finished their flight courses. It is not for me to judge whether they are right or wrong or who is to blame. All I know is I'm the one who is coming out on the short end of this deal. Either I stay here over my Christmas vacation or pay for extra training next tri to get current again. And NEITHER of these alternatives is acceptable to MA. Especially since I have been ready and willing to fly any and every day of this "B" term including my weekends.

Over my 3 years here, I have given Embry-Riddle over \$12,000. Somehow I feel that I, and everyone else here, don't deserve the kind of treatment we are getting. It's a sad state of affairs when the "Finest Aviation Institution in the World" can't effectively run

their own flight line. And I am sorry to say that I could not in good conscience, recommend Embry-Riddle to a friend.

NAME WITHHELD UPON REQUEST

TO THE EDITOR:

It has become increasingly apparent that WERU is still experiencing some growing pains. As we all know WERU has had it tough from the beginning but this made it even more of a challenge for the members of the Station.

Now the question of going FM has surfaced again. It is in my opinion that the Station is not yet ready to accept the responsibility that must go hand in hand when it becomes a community responsive FM station. It is known that a child must crawl before it can walk, and it doesn't make any sense to go out and buy the child a bicycle if he has not yet developed the balance necessary to walk. This is also true for radio stations. The station must have a balance and a sense of harmony so that it can operate in the real world. It takes a lot of effort to become an FM sta-

tion and many long hours of hard work must go in the planning.

It was apparent that the station was unable to handle, and inexperienced to provide an acceptable AM signal. Over \$2,000 were spent to purchase this AM equipment and it seems illogical to spend more money when you cannot make use of the money already spent. If we were to become an FM station and are not prepared for this change, the mistakes that could take place could cause great embarrassment not only to students of Embry-Riddle but to the University. Why not ask the students of Embry-Riddle if they feel the past operation of the AM can justify the SGA in spending the students dollars for FM. This decision should not be left up to a handful of students.

William Pimble



ERAU University Wide Christmas Party

E-RAU faculty, staff and Student Government will sponsor a University-wide Christmas Party on Thursday, December 8 from 7:30-10:30 p.m. in the University Center. Refreshments and entertainment will be provided. The SGA is providing a Christmas tree and decorations and all others are encouraged to help trim the tree by bringing an ornament or decoration. Students, faculty and staff are encouraged to bring their families and enjoy the program. The tentative schedule of events is:

7:30-8:30 - Reception, Refreshments, and Tree Trim
8:30-9:00 - Christmas Service/Music
9:00-9:45 - DRCC Choir: Christmas Chorale
9:45-10:15 - Faculty Christmas Skits
10:15-? Carol Singing and arrival of "special guest".
Faculty and staff will be bringing homemade goodies and punch will be provided.
Bring a goodie to share, bring a friend, but most of all bring yourself and welcome the Christmas spirit.



WISE UP!

A few 'words of wisdom'...Dr. Jeffrey H. Ledewitz

We have covered (in much detail the FAIR CREDIT BILLING ACT and briefly mentioned the TRUTH-IN-LENDING ACT previously, but let's give a few thoughts to getting our own "ACTS" together. Each of us, at times, enters into an installment sales contract (sometimes it is even a necessity to "establish credit") and we have every good intention to make our payments on time. Unfortunately, circumstances beyond our control, i.e., illness, loss of employment, etc., are unforeseen but do happen and payments cannot be made as agreed. In the event that we, the consumers, cannot honestly make the scheduled payments, the following can help the situation:

- * DON'T ignore the debt; it won't go away or be forgotten.
- * DON'T give the creditor a

quick telephone call and stand for a week or two - if at the end of that period you still can't pay - you blew it! You've lost your credibility in his eyes.
* DO make an appointment with the person in charge of the loan; talk to him face to face - and be honest.
* DON'T make promises you may not be able to keep.
* DO express your desire to pay off the debt as soon as circumstances will allow.

You will find most people, even creditors, will be reasonable and helpful. They DON'T wish to repossess merchandise; they DO wish to be paid (repossession is their last resort.)
DO exhibit HONESTY and INTEGRITY (these are the key words in this situation) and less strain will be placed on the relationship in the event of an honest default.

Summer Intern Opportunity

The American Association of Airport Executives will have a summer intern position at Washington, D.C. for a senior who has demonstrated a high interest in an airport management career.

Grapefruit Is Sour

What has been termed the "worst ever" programming event took place on our brand new stage last Friday. Grapefruit Production, made up of very amateur actors, attempted to redirect our thoughts on how fairy tales should have happened. But lack of talent, and lack of organization, was responsible for a very boring evening.

We did get a view of our new stage which will help make our programming much more effective.

with: FAA, CAB, Congress, local governments, and other aviation organizations. Under staff direction the intern will work directly in the areas of research for membership inquiries; survey formulation and compilation; assisting in the writing and editing of the association newsletter; and other related duties as prescribed.

The candidate will receive a salary for the work and will be responsible for making his own transportation and accommodation arrangements.

The AAEE is looking for a senior who is interested in the aviation industry and will be available for at least three months this summer. Applications must be received by February 15, 1978. For additional information and application forms, contact...

Donald J. Kemerait
Assistant Professor
Aviation Management
C-429, Ext. 390

Written On Sunday

By Ignacio Falco
Avion Columnist

This is my farewell column. As many of you know, I will be graduating this month and I will be leaving Daytona Beach pretty soon. I have been waiting for this moment for a long time. However, I have to confess that I will remain attached sentimentally to this university for the rest of my life. First, because my first introduction to airplanes was in this place, and I received my undergraduate education here. I am happy that my education at Embry-Riddle will be my passport to the world of aviation; and then because my brother and some friends will be here for some time, because I strongly recommended this school to them and I feel responsible in part for their success.

I would like to thank Jeff Rubin, former editor of the AVION, for the opportunity he gave me to write in this paper. I equally thank Ray Katz, whose support from the time he was the layout editor, up to today when he is the editor of the paper, encouraged me to do my best. I have special thanks for Jean, our secretary, and all the guys in the staff who are a

wonderful team to work with.

In the Faculty-Staff I would like to thank four people whose suggestions and recommendations went always beyond the classroom situation and found help from them since I first came here eight trimesters ago. They are: Mr. Robert Brown, Mr. Tom Connolly, Dr. Milton Horwitz, and Dr. John Wheeler.

Finally, I would like to invite more students to work for our paper. The idea for this column was to collect information from other newspapers and add a sarcastic or funny touch. I did not have any previous experience but I feel I am much better now than a year ago. So there is little to lose in giving a try and a lot to accomplish if you can prove something to yourself.

I came here almost three years ago attracted by aviation and because I was eligible for the draft. I will be back for the graduate program as soon as I am eligible for matrimony.

So Long.

Clowns For A Day! Media Center

By Jimmy Hilburger

What a day! The Locomotion Circus sure did capture the hearts of the Embry-Riddle students and guidance counselor as they took over the U.C. for a day last week. With a packed house for both the noon and evening shows, plus a very active afternoon workshop for the students, Bounce the Clown & Cyrus P. Kooki III displayed a wide range of body control in the true spirit of the clown jester.

The exhilarating hour plus performances of demanding physical skills incorporated Adagio hand-body balancing, gymnastics, unicycling, and juggling, all done in comedic routines, sometimes to the accompaniment of Cyrus playing a classical accordion.

For four hours in the afternoon, "Flip", their soon to be partner, joined in for the workshop session. Spending most of his time in the air, he did come down enough to help a number of students refine their skills on the tumbling mat. Meanwhile, Cyrus & Bounce were busy all afternoon helping aspiring jugglers & unicyclists. It was a fun afternoon and there were always enough students for these willing teachers who previously taught for the Barnum and Bailey Circus.

Their evening performance was shared with another kind of body movement. The DRCC Belly Dancers came over to turn on our student body. I think they excited a lot of student bodies, as they roamed throughout the audience in their harem silks. They also held a workshop as they grabbed some innocent onlookers from the audience, and took them on stage for a quickie lesson in the art of moving one's abdomen.

It was a fun day and I'm sure everyone there enjoyed himself as was proven by the audience attendance and reaction.

Media Center

Many of you are probably wondering WHY we had the display table in the U.C. "advertising" the Media Center. Well, the answer is simple. We are here for you and we are a part of your education. We want you to know who we are, where we are and what we are. In the course of your busy academic day, you often can't come to us so we have come to you. We hope that you are aware of all we do have to offer and will use our Media Center. We often get complaints about what we don't have. Let us know and we will do our best to get it. And, there are lots of things we do have.

Some of the things we do not have, we did have at one time but... Missing are two Jepperson/Sanderson slide-tape programs. They were needed by a number of students to study for a test. One student got the whole day and all the rest went without. The cost to replace them is substantial as well as the time it will take to have them ordered and mailed to us. Also, magazines seem to "sprout wings" before very many students get to use them. Again, one man's gain is everyone else's loss.

All BOOKS ARE DUE DECEMBER 12th. Please return your materials so we can get the Media Center in shape for a new term.

The Media Staff wishes you all Good Luck on Final Exams and a Happy Holiday Season!

MEDIA CENTER OPEN:

FRIDAY	8 a.m. - 9 p.m.
SATURDAY	8 a.m. - 4 p.m.
SUNDAY	4 p.m. - 10 p.m.
MONDAY	8 a.m. - 11 p.m.
TUESDAY	8 a.m. - 11 p.m.
WEDNESDAY	8 a.m. - 11 p.m.
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LAMBDA CHI

By JR. 2

AHP

PROFESSIONAL

AVIATION FRATERNITY

By Ken Morse
Historian

Our last business meeting of the trimester will be this Thursday night, December 8th. The main event will be final pledge interviews. At the meeting last week, AHP members learned a great deal about the L-1011 aircraft and Eastern Airline's operations through a pledge class project.

On Saturday night, December 10, AHP will have its Ritual ceremony followed by a dinner at the Sandpiper Restaurant. Dr. Milton Horwitz will be the speaker for the evening.

Several events are already in store for next trimester. I hope to see all members at these final events of the trimester and back again next January. Until then, may everyone have an enjoyable holiday season.

SIGMA CHI

Pete Egglar

It was another excellent weekend for everyone as the brothers of Sigma Chi went first class all the way. On Friday evening we held our Faculty Cocktail Party. We were pleased to see many of our instructors attend and really got to know them better outside the classroom. We hope they also had an enjoyable time partying with their fellow workers. We plan to do more of the same in the near future in hopes of improving the student/faculty relations.

On Saturday, we were fortunate enough to attend the wedding of alumnus Steve Whitlock to former Sweetheart of the chapter, Carol Leggate. Sigma Chi Airlines and their fleet of Cessna 172's made the trip to Lakeland in record time after a slight delay en route from Riddle Ramp, Gate One. After a fantastic reception and a little bit of

navigation we made our way back to Daytona Beach, despite encountering some IFR conditions, although reports called for clear weather. Congratulations to the new bride and groom and also to Dave Stuart and Cheryl Bobonick on their induction into the Mile High Moon Club.

Although finals are just around the corner, everyone is looking forward to the annual White Rose dinner. Many alumni from all over the country plan to be here for this event and we're all anxious to see them again and find out how they are doing. It is to be held at the Grand Casino and according to the agenda it looks like the perfect evening. We've also got a Christmas party planned during finals week. It will be our last chance to get together and say goodbye before our long awaited Christmas vacation.



DELTA CHI

By PJ Lee

For a change, Delta Chi spent a leisurely weekend this past week. Our happy hour started off around 7:30 with lots of good company and alcohol. As usual, things got a little rowdier as the night went on. Once again, several of us ended up at the Sigma Phi Delta house. We would like to return the hospitality and have Sigma Phi Delta join us for our Happy Hour this Friday night.

As a reminder to everyone time is running out on the pledges' raffie of two box seats to the upcoming Daytona 500. The drawing will be this Friday night. The tickets are available from any brother or pledge or at the fraternity house (538 S. Ridgewood Ave.).

I'd like to congratulate the newly elected officers of the

Alumni Board of Trustees. Wally Tiedemann was elected chairman and Greg Nelli was elected chairman of the housing corporation. The chapter also recently in Ray Rutt and Joseph Sedlacek as members of the APT.


Brothers, don't forget the big Christmas party this Saturday. Wear a tie. This will probably be the last party of the tri and probably the last good time before finals start in full force. Also, composite pictures will be taken tonight from 6:30 to 8:00 at the Sigma Chi house. Wear a coat and tie and bring \$5.00. No money, no picture!

This will be the last article of the trimester, so we would like to wish everyone happy holidays and, of course, good luck on exams.

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Happy



Hanukkah

Sigma Phi Delta

By Joe Biebel

With the last week of school upon us, the brothers of Sigma Phi Delta are two brothers stronger.

Last Saturday was the formal initiation of brothers Keith Colombo and Dennis Lovejoy. After the initiation, it was on to the Hilton for dinner, then to the Top of the Hilton for entertainment. After the Hilton cleared out, the brothers of SPD weren't ready to end the night yet, so it was back to the SPD Castle and to the bar to finish off the night.

Last Friday's bar night was a little heavier than usual as Delta Chi brothers and little sisters came over to the SPD Castle to join the brothers of SPD for a night of partying.

Until Spring Term - HAPPY HOLIDAYS.



E-RAU MGT. CLUB

By Patricia Nouril

Tuesday night was our last meeting of the trimester. Our speaker was Capt. Hill from Eastern Air Lines Operations in Miami. His speech was really interesting and also informative. Our meeting was at President Hunts' residence and everyone seemed to really have a good time!

Our next meeting isn't until Jan. 19th, but we will have an introductory party for prospec-

As another trimester draws to a close I would like to wish everyone a very Merry Christmas and a Happy New Year. I would like to extend best wishes to all the graduates, especially to Marty, and Ren-good luck in the future.

This will be my last article, as brother Jim and myself leave for Spring co-op positions, we also say good-bye to Brother Billy. All are not leaving though and I would like to extend welcome to all the new associate members, welcome aboard!

Saturday we had our last official work-business meeting. We held a yard-sale and made some cash. Had our last business meeting turned poker game. And a surprise, Brother Jim, one of the original 13 brothers came to the party, a good evening all around.

We are looking forward to the Spring semester. It will be of one of growth and expansion. Watch out for us because we will be heading your way bigger and stronger than ever before. We will be looking for new people, maybe you.

Well, good luck on finals, good luck to all the grads. Have a safe holiday! And I'll see you all in May!

tive members on the 9th of January, the first day of classes.

By the way, it was decided at the executive meeting to have next trimester's meetings on Thursday nights. This should give us a little variety.

Congratulations, and good luck to all the members who are graduating this tri. I'd like to especially thank Terry Smith, our program chairman, and Reggie Smith, membership chairman, for their help and contributions with the club. We all appreciate everything they've done for us. P.S. They're not related.

I hope everyone has a Merry Christmas and a Happy New Year and I'll see you next tri.

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Be Dee Jive

The last business meeting for the fall trimester, as well as for 1977, was held last Friday evening. The meeting covered the election of the new officers for 1978 as well as the naming of the outstanding Vet of the trimester. Joe Golinski was twice honored by the membership, first as he was unanimously chosen as the outstanding veteran of the trimester, and secondly as the newly elected president of the Veterans Association. Mike Drake will also be returning to the executive board in his new capacity as the executive vice-president, joined by Keith Ingersol, vice-president; Bill Dauley, treasurer; and Paul Miller, secretary.

Also present at the meeting was the president of the newly formed Bethune-Cookman College Veterans Club. Milton expressed his views on combined effort and support by the members of the clubs of the surrounding area schools, a goal we have been working toward during the past. The out-going president Brian Ferber and the newly elected president Joe Golinski plan to reciprocate Milton's visit by attending the next meeting at B-CC and also plans to coordinate exchanges with the Flagler College Vets Club. These exchanges should bring



Libyan Students Arrive For Training

The first of a group of 30 Libyan students have arrived to commence training under a contract with the Libyan Aero Club which is equivalent to our General Aviation in this country. The majority of the students will pursue a course of training in Maintenance Technology, with a smaller group enrolled in Flight Technology to acquire ratings through CFI and multi-engine.

The students presently here are concentrating their efforts toward acquiring more expertise in the English language prior to commencing more technical training. When the English training is completed, they will be integrated into their respective areas of concentration as any other students enrolled at Embry-Riddle Aeronautical University.

With these and other international students enrolled at the university, an excellent opportunity is provided to learn the culture and history of their countries. It would benefit us all to place ourselves in the shoes of someone visiting us for the first time, unsure of ourselves in a different environment, and offer a helping hand. These students are here to learn and return to their home countries as more knowledgeable citizens of the world.

S.A. Irlandi

Office of Contract Services



AVROC

By Mike Havden

As the trimester winds down to an end, its time to look ahead to next trimester. Next trimester has a lot in store for the club. A field trip to an aircraft carrier in Jacksonville is slated for around the 7th of January. Also a tour of the P-3's in Naval Air Station at Jacksonville.

So far this past trimester, six members have been selected for Naval Aviation in the Aviation Reserves Officer Can-

didate Program, (AVROC). This is the main objective of the club and I can say that we are proud of these guys and wish them the best of luck.

That's all for this trimester, we'll be looking for you all next tri, old as well as new members. Don't forget our club picture will be taken tonight (Wed. Dec. 7) at the meeting at 7:00 p.m. Wear your shirts and see you in the Faculty/Staff Lounge.



ATTENTION INTERNATIONAL STUDENTS!

If you are planning to leave the United States for the Christmas break, please come by the International Students Office and make application for a form I-20. You will not be able to re-enter the United States under student status without this form.

The application for the I-20 form must be submitted to the International Student Office at least 2 working days prior to the date it is needed.

DBCC and E-RAU will sponsor a Christmas Dance on Saturday, December 10 from 9:00 p.m. until 1:00 a.m. at the Treasure Island Inn on the beach. This will be another effort to combine the programming activities of the two institutions. The band will be Celebrity Ball and admission is free with an E-RAU ID card and a special printed invitation which can be picked up in the E-RAU Student Activities Office.

For students at the Scottish Inn who do not have personal transportation, there will be a special shuttle bus leaving there at 8:30 p.m. and returning from the Treasure Island Inn at 12:30 a.m. There will be a cash bar and free refreshments. E-RAU students, faculty and staff are encouraged to attend.

MAINTENANCE TECH NEWS

Bob Olson
Chairman
AMT Division

NEW COURSE OFFERED

All preventive maintenance items which a pilot can perform, as specified by FAR 43.3 (b), will be explained, demonstrated, as well as practiced. The course is opened to all FAA certified pilots. Plan to attend this informative course this next trimester.

The Aviation Maintenance Technology Division will of-

fer a new course beginning with the Spring '78 trimester entitled: AMT 201, Aircraft Maintenance for Pilots. The three credit hour course will meet Monday, Wednesday and Friday at 6:00 p.m. for one hour. The course will provide the student with a fundamental knowledge of aircraft maintenance from a pilot and aircraft owner's point of view



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ARNOLD AIR SOCIETY

SILL ROSS WILSON, GO.

By Kitty Blaisdell

On the top of the list is congratulations to our new squadron officers. They are deputy commander - Chris Michalakakis, administration officer - Bob Martin, and Chaplain - Bob Tech. For those who kept their offices - keep up the good work.

The Dining-In is Friday night at 6:30. Don't forget. With H.P. as Mr. Vice it should be interesting, we wish him a lot of luck.

Everyone who is going to Deland for the Drill Competition, there is a meeting tonite at 8:30.

ROTC cadets: Do you like to play softball? Travel? Socialize? Can you get the work done and have a good time afterwards? If you can answer yes to these, then Arnold Air is for you. The pledge program will start toward the beginning of next term. The longer you wait - the more you miss. We want to show the schools in this area that we have the best detachment and AAS Squadron. Wouldn't you like to be part of that? Watch for the pledge party next term.

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The EMBRY-RIDDLE Co. SKY TRAFFIC

Vol. 1 SEPTEMBER 1928 No. 1

EDITOR'S NOTE: The following article is the last in a series on the history of the Embry-Riddle Company. The story was written by Dave Baskaack and submitted as a term paper in his History of Aviation course.

At nine o'clock in the evening of March 20, 1929, a Waco biplane, flown by an Embry-Riddle pilot, left Lunken Airport, for a flight over the business district of Cincinnati, five miles away. Once over the city, the pilot pressed a contact key and a mile below him Fountain Square was flooded with two million candle-power of light. The plane circled above the city a number of times as the pilot controlled, at will, the large battery of flood lights located on the roof of the Hotel Gibson overlooking the Square. The problem that had been a hindrance to night flying since the first night flight, had finally been solved; another Embry-Riddle first.

About the same time, Cincinnati recognized the need for a larger airfield to handle the increase in air traffic and commerce. The city developed plans to build a new airport around the existing one, using 959 acres of river bottom land at the convergence of the Little Miami and Ohio Rivers. Pilots were invited to lend their assistance and suggestions in the plans for the field, both as to construction and operation. Cincinnati, realizing that one of the best

sources lay right on their own Lunken Field, asked Embry-Riddle to help with the development of the new field, as is reflected in Sky Traffic: ". . . The city is fortunate in its association with the Embry-Riddle Co. which has been operating Lunken Airport for three years. This company is composed of practical young men who have built up a reputation for themselves throughout the aviation industry, and who are now tasting success in the conduct of an air mail line to Chicago, a flying school and related commercial work.

The city has awarded this company liberal terms in its future use of the municipal field as a token of its gratitude for the pioneer and development work done by the company here in Cincinnati." Embry-Riddle contracted for the first new hangar to be built at Lunken. They ended up using the first three hangars built, but later gave up half of the second hangar so a new company could have a home; "Queen City," selling Waco and Aerona airplanes. The Embry-Riddle Co. and Lunken Airport became almost synonymous for the first several years; Embry-Riddle was the major source of traffic and commerce at the airport, operating air

mail, express and passenger routes.

The Embry-Riddle Co., in one of their many unselfish attempts to help the people of Cincinnati, presented a new Whirlwind Waco sport plane to the police department on September 2, 1928, for use in emergency and for policing the air over the city and the airport. Embry-Riddle pilots flew the plane for the police, whenever it was needed. Embry said he, ". . . hoped whenever the plane went up, crime would go down."

On September 8, 1928, the first Consolidated Airline Ticket Office in the country was opened in the arcade of the Palmer House at Chicago; another emphatic gesture that air travel in the U.S. had arrived.

This office was set up to be the clearing house for all reservations and transportation over any and all passenger air lines in this country that were operated by air mail contractors. This was a real service to the public, comparable to the finest railroad consolidated ticket offices anywhere at that time.

The members of the consolidation consisted of the traffic managers of the contract air mail operators which were flying into Chicago at the time.

Represented were: National Air Transport Co., the Robertson Aircraft Corp., North-West Airways Inc., Boeing Air Transport Co., and the Embry-Riddle Co. Embry-Riddle played a rather large role in the development of the idea, and contributed to a great degree practical efforts that ultimately bore fruit in the actual adoption of an association formed for the purpose of conducting the first consolidated ticket agent. In fact, the whole scheme followed closely the principles adopted by the company in the opening of the first Air Travel Bureau just previous to this in a hotel lobby in Cincinnati.

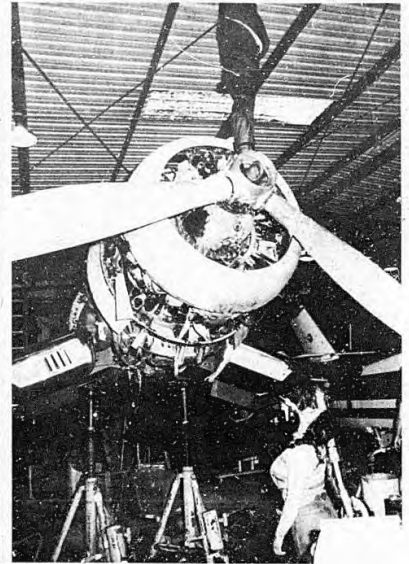
What happened afterwards? Late, in 1929, the Embry-Riddle Company sold its airplane operation to what is now American Airlines. T. Higbee Embry and J. Paul Riddle split up, and Embry-Riddle was not reorganized until 1939 when Riddle joined forces with an attorney, John G. McKay, in Miami. General Hap Arnold's appeal for assistance in building an Army Air Force led Embry-Riddle further into the training field. They trained aviator cadets under an Air Force contract in Florida and Tennessee. After the war, Embry-Riddle devoted its efforts to the training of pilots and technicians for commercial and business aviation, a field it has been engaged in ever since.

To further its effectiveness in the field, Embry-Riddle began operations as an independent, non-profit educational institution chartered under the laws of the state of Florida.

Embry-Riddle Aeronautical University, now located at the world's most famous beach, Daytona Beach in Florida, celebrates its 50th anniversary this year. Its \$25 million campus has been designed to 95 acres along side the Daytona Beach Regional Airport, giving it easy access to the field's facilities.

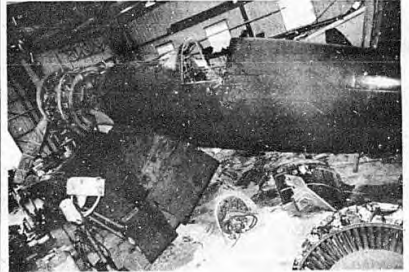
Embry-Riddle is now a fully accredited university with three college programs. These range from certificates in maintenance and flight technology on through the associate in Science degree, the bachelor of Science degree and a Masters Degree in Aviation Management.

Embry-Riddle was the leader in aviation education back in 1927, and now, 50 years later, they still remain the Leader.



TWO of the remaining 12 WWII corsairs were found being rebuilt in a restoration center in central Florida. They are being rebuilt by a local collector who hopes to have one of them flying by late January.

These planes were two of the first of their kind ever made, and are still in relatively good shape. (Photo by Hansen).



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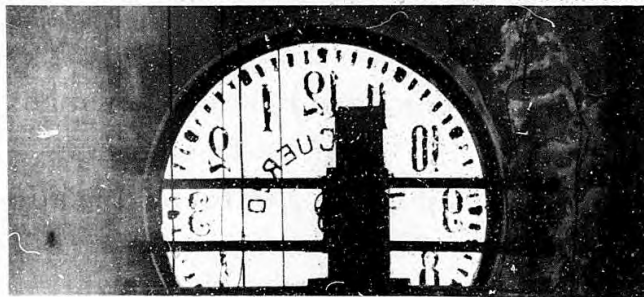
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Piedmont Airlines ERAU To Get Flying Tiger Portraits

Rockwell Contract

Winston-Salem, N.C. - Piedmont Airlines has announced it will apply to the Civil Aeronautics Board for authority to provide service between seven North Carolina and Virginia cities and Dallas/Ft. Worth, Texas.

The airline plans a route extension to Dallas/Ft. Worth from Greensboro/Winston-Salem/High Point and Raleigh/Durham, North Carolina and Richmond and Norfolk, Virginia.

If approved, Piedmont's proposal would provide the first non-stop service between Greensboro/Winston-Salem/High Point and Raleigh/Durham and Dallas/Ft. Worth. It would also be the only single-plane service between Richmond and Norfolk and Dallas/Ft. Worth.

Piedmont intends to offer initially four flights a day for travellers in these markets. All of the flights will be operated with Piedmont's Boeing jet equipment.

The proposed Dallas flights are estimated to serve a total of 255,000 passengers in the first year, including 120,000 in markets that currently have no single-plane service.

This filing by Piedmont is in response to many requests by the cities for direct flights to Dallas. One of the most significant benefits of this service by Piedmont would be that thousands of air travellers would no longer have to change planes on their trips to Dallas/Ft. Worth.

Piedmont President T. H. Davis, commenting on the plans for the application, said, "We will ask the CAB to move rapidly on our request for service to Dallas/Ft. Worth. We're sure our friends in these areas support us in this more."

Piedmont Airlines currently serves over 80 cities in 12 states, plus the District of Columbia, with a fleet of 22 Boeing jets and 21 YS-11 prop-jet aircraft.

By Tony French

Several oil portraits of the original Flying Tiger pilots will soon go on permanent display here. The Flying Tigers were the original American Volunteer Group (AVG).

The collection contains portraits of the first members killed in service to their country. Included in the first members killed are the AVG's first wingmen, flight leaders, squadron leaders, and others who died in combat or support while serving with the Flying Tigers.

This collection was donated on behalf of the estate of the late William D. Pawley, founder and organizer of the renowned air combat group. The group of P-40 Warhawk pilots was organized in 1940 to aid Nationalist China's Air Force. Pawley was largely responsible for the U.S. air group's support.

This support came about because of talks between Pawley and Chinese representatives in 1939. Because of Pawley's previous experience with China and aviation, he soon became



the prime motivator behind the program.

The first commander of the Flying Tigers was Major Gen. Claire Chennault, who gained distinction as a master of aerial pursuit tactics when he formed "The Three Men on a Flying Trapeze". Chennault was one of three who perfected then-unorthodox flight techniques which later became the basic strategy of all military airpower.

The support of the AVG was needed sooner than expected. While the Flying Tigers were still being formed, Pearl Harbor was bombed. Pawley and Chennault dispatched a squadron of 18 planes to Rangoon, Burma. Two weeks later the squad saw its first action, encountering 100 enemy aircraft, destroying nine and losing only three of the Flying Tigers' craft, which was a typical performance of these amazing men. During their career, the Flying

Tigers shot down 297 enemy aircraft, losing just 11 of their own.

The artist who painted the portraits, Raymond P.R. Neilson, has produced works for display in a Paris museum, for the private galleries of the late President Franklin D. Roosevelt, and Prime Minister Winston Churchill.

Pawley, who died in January, 1977, was known for other things besides the creation of the AVG. He was United States Ambassador to both Peru and Brazil, and a special assistant to the secretary of State. Pawley has long been associated with Embry-Riddle and received an honorary degree in 1975. Besides designating the portraits to Embry-Riddle, Pawley also gave the school two displays of awards he received from the Nationalist Chinese Government and Former President Harry Truman;

CESSNA Citation Orders Set Records In July

WICHITA, KANSAS - Cessna Aircraft Company reports that orders received in July for its Citation business jets substantially exceeded any previous monthly total.

The July sales activity included orders for both the current model Citation I and the new Citation II, which will be ready for deliveries in January.

Derek Vaughan, vice-president and general manager of Cessna's Jet Marketing Division,

said the record month reflected increasing customer awareness of the Citation II significantly improved performance as well as rapidly mounting customer interest in the larger, faster and farther-ranging Citation II.

"The July total followed unusually strong order activity which started early this spring," Vaughan said, "indicating that more and more business jet operators are interested in the outstanding fuel efficiency of both the Citation I and II."

Six Citation I's were delivered in July, bringing the total to 28 since first deliveries began in January. Twenty of the airplanes were the recently-certified single-pilot versions of the Citation I. The Cessna jet is the only business jet certified for operation by one pilot.

More than 390 Citations are in operation worldwide, a sales record unmatched by any other turbine-powered business aircraft in less than six years of production.

201st Mooney 201 On National Tour

(Reading, Pa.) - The two-hundred and first Mooney 201, N201ST, began a national tour at the National Pilot's Association annual meeting and fly-in at Basin Harbor, Vermont on June 17, according to Donald K. Cox, Vice President/Marketing, Mooney Aircraft. The tour will give several aviation editors the opportunity to personally evaluate the 201, and observe the 201's superior features for IFR flight.

Mooney began deliveries of the 201 in September, 1976, and N201ST is the 201st of this new series to be produced. A custom, one-of-a-kind, interior has been installed in the aircraft, and it has a special exterior paint design. The aircraft is completely equipped for maximum IFR utilization with the latest in King TSO's avionics. Included is the KFC200 flight director, RNAV, the new KT206 indicators, KNG65A DME, and the KT96 radio telephone.

Mooney has been delivering over thirty 201s each month, and reports orders from 70 Marketing Centers around the world well into 1978.

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THANK YOU

In behalf of my husband, Assistant Professor, Robert B. Bungarz. I wish to thank the students and faculty of Embry-Riddle particularly Mr. Bob Brown, Dean Fidel and President Jack Hunt for their help and encouragement in furthering my husband's aviation career with his experience teaching at a fine aeronautical university. Mr. Bungarz has taken a contract flying for a German airline and has just arrived in Germany. He has been named Project Manager of the enterprise. I know he has been an inspiration to those young 'future airline pilots' who took his Flight Engineer course. Hang in there kids, aviation is for the strong!

The sky's the limit - best wishes and safe landing!
Mrs. Robert (Jan) Bungarz

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Northrup 1st F-18 Major

Assembly Starts On Schedule

LOS ANGELES - Aug. 18, 1977 - Assembly of the first major components for the U.S. Navy's new F-18 Hornet strike fighter began on schedule this week at Northrup's aircraft manufacturing facility in Hawthorne, Calif.

Witnessed by many of the company's 3,000 employees currently involved in the F-18 program, the milestone event marked the start of production of the new aircraft's center and aft fuselage sections. This assembly procedure signals the beginning of the final manufacturing process that will lead to the first flight of the initial F-18 in the fall of 1978.

The U.S. Navy, calling the F-18 "our single most important aviation development program" in its 1977 posture statement to the Congress, has indicated a requirement of 811 Hornets. Earlier this year the Navy reported to Congress that the F-18 program "is doing well, is on schedule and has met all technical milestones to date." This week's on-schedule start of final assembly of the first of the new F-18s marked the continuation of this record.

In addition to the Navy's

use of the F-18 in both the fighter and attack roles, the Marines will utilize the Hornet in both a light attack and air defense role. Admiral J.L. Holloway, Chief of Naval operations, has characterized the aircraft by stating that "in its cost class, the F-18 provides unsurpassed capability to perform the Navy's fighter and attack missions."

A prototype of the F-18 has been conducting tactical demonstrations at a number of Navy and Marine Corps bases. USN and USMC operational pilots and command personnel have witnessed the F-18 prototype demonstrate what the aircraft will do in the combat arena. Commenting on his own flight experience in the aircraft, a top Navy fighter pilot said that in certain circumstances the prototype F-18 flying today "is superior to any tactical fighter we have in the Naval inventory." One Navy fleet commander said "it will give the attack pilot performance he's never had before." Two F-18 prototypes have accumulated nearly 500 hours of flight test and demonstration time.

The Navy has scheduled the F-18 to enter fleet service in

the early 1980s, after an extensive flight test program.

Northrup, in a unique teaming agreement with McDonnell Douglas, St. Louis, prime contractor on the Navy F-18, is responsible for building the center and aft fuselage, including engine installation, and the vertical stabilizers of the new aircraft that will eventually replace two airplanes - the F-4 and A-7 - currently in Navy operational service. The assemblies started this week are the first major portions of the F-18 to be constructed and will ultimately be shipped to St. Louis for final assembly of the aircraft.

Northrup's F-18 assembly area, including several large rotating jigs, was built and ready for the final assembly process ahead of the schedule required to meet the Navy's F-18 development program. The unique manufacturing techniques used in the F-18 assembly here were developed from manufacturing technology derived from the company's continuing F-5 and t-38 production. The large rotating jigs can be moved so that assembly technicians can reach all parts of the aircraft at the most efficient work level.

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Delta To Inaugurate Atlanta-Denver; Atlanta-Tulsa Service

Delta Air Lines will inaugurate nonstop and direct service to Denver, and nonstop Atlanta-Tulsa authority in the CAB's recently concluded Oklahoma-Denver-Southeast Points Service Investigation, said also it would use Lockheed L-1011's and Boeing 727-200's on the new routes.

David Garrett, Jr., Delta's President, described the new services as "gold mines of opportunity for all three cities and areas. It is a recognized fact that each new transportation tie between cities creates additional economic vitality for the areas involved. These are the 'gold mines' to which I refer. The new routes create sorely needed new transportation ties, and they will greatly enhance and strengthen already existing cultural and commercial contacts between these important cities."

Garrett pointed out that the benefits of the new routes for Denver and Tulsa "do not stop in Atlanta. Delta's world-recognized traffic-gathering complex in Atlanta (240-plus daily departures) will permit us to offer

single carrier service from Denver and Tulsa to most major cities in the Southeast. Travelers will, henceforth, save time, enjoy more convenience, and, in many instances, their fares will be lower than those paid in the past."

Garrett observed that Delta's new service to and from Atlanta-Denver will feature five daily roundtrips, four of which are nonstops eastbound (Denver to Atlanta) and three westbounds (Atlanta to Denver).

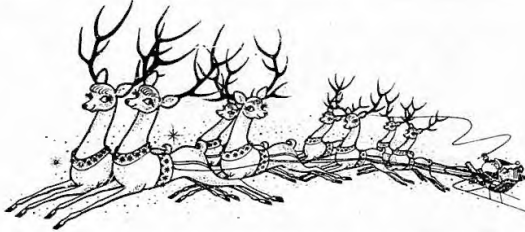
For passenger and shipper convenience, they have been scheduled to operate throughout the day. Delta's new schedules include a 264-passenger Lockheed L-1011 which will be utilized on a daily roundtrip Atlanta-Denver operation. Denver's ties with Tulsa are to be additionally strengthened by Delta's daily roundtrip Denver-Tulsa Boeing 727-200 services.

Delta's new Atlanta-Tulsa services will feature three daily nonstop Boeing 727-200's from Atlanta to Tulsa, morning and evening nonstop jets to Atlanta, two daily westbounds to

Denver and an eastbound from Denver to Tulsa.

Garrett stated that all of Delta's new eastbound schedules from Denver and Tulsa will operate beyond Atlanta, creating new direct flight from those cities to such Southeast points as: Charlotte, Jacksonville, Fort Lauderdale, Orlando, Charleston, Columbia (South Carolina), and Augusta (Georgia). Delta will operate many of its new westbound schedules (to Denver and/or Tulsa) from such Southeast points as West Palm Beach, Charlotte, Orlando, Charleston, and Jacksonville. All of Delta's new Denver and Tulsa Southeast points flights will operate via Atlanta. Some of the flights will provide low-cost, night-coach fares.

"We at Delta," Garrett said, "are honored to have the opportunity to open these new air links between Atlanta, Denver, Tulsa and the Southeast." He also pledged to Denver and Tulsa, Delta's newest cities, "our determined efforts to bring to you the highest quality airlines service it is possible for any carrier to provide."



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1 bedroom set 4 piece - \$200
1 queensize bed - \$100
1 Bike Raleigh 10 speed gear - \$100
1 TV 17" Black & White - \$25.
Call 253-4690 or Box 5654

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FOR SALE: 4 Sears G78-15 tires only 1,000 miles on them. Have to junk car. \$50.00 call 253-8435 ask for Sue or Box 5063.

1999 Chevrolet V-8 good runnins. Everything new. Call after 5 p.m. \$650. 253-5289 or Box 2187 ask for Jodi.

FOR SALE: 1976 MG - Midget convertible. British racing green. AM-FM radio, 6-speed, 18,000 miles, excellent condition with Tonneau Cover. \$3,500. If interested contact 767-2106 after 5 p.m.

AUTOS FOR SALE:
MG-07 1971 - Wire Wheels, 8 track stereo \$2,900.00
Dodge Sedan-1982-2+ins great \$600.00
Contact Robert Bungarz Ext. 424.

FOR SALE BIKES & SCOOTERS

HONDA 350 T - recently tuned-up, new chain w. helmet, needs a small amount of work/runs good. \$500. Contact Daniel Karger at Box 3458.

'74 KAWASAKI 750, 12,600 miles, new tires and tires. Price negotiable. Cole Chan at Dorm Room 219 or 258-9649 after 4 p.m.

FOR SALE: Huffy deaporado 10-Speed, good, clean, shape. Need rear rim straightened out. Has rack and pouch. Must see. Only \$30.00. Contact Pat Hamett, Box 2287 or call 258-9647.

FOR SALE: 1973 Harley Davidson 125CC with only 6,000 miles. 2 stroke, black, super nice shape. Needs repair. I have all necessary parts to do it though. Must see for \$250.00 or best offer. Drop note in Box 2287 or call 258-9647. Ask for Pat.

Honda 750 CC K3 - rebuilt engine, 5,000 miles on it. New tires, batteries, hooker header, clean no rust. Asking \$1,200 Contact Glenn Box 5092 or Call 258-9648 after 5 p.m.

'77 Honda - Dobra model with mg wheels - excellent condition - only 50 miles. \$450.00. 252-2289.

WANTED - MISC

ROOM MATE NEEDED: I am looking for a person who either has a place and needs a room mate or someone who is willing to help look for a place. Preferably a non-smoker (however not essential) and someone who gets along with cats (I have one). If interested contact Dave Cramer at Box 5246 or at WERU as soon as possible.

If anyone is driving To New York or back FROM New York (Buffalo area) and would be interested in having someone share the driving and expenses PLEASE contact John in Dorm room 154 or Box 1286.

LOOKING for fly-ide to California for Christmas and fly back in private plane. Open seat! Please let me have it. Contact William at Box 4146.

I need ride to Des Moines, Iowa or immediate vicinity. Will help with gas. 258-6746. Ask for Mark.

If someone saw the person who hit the front end of my white 240Z, Tuesday, Nov. 29 in front of the U.C. please notify Tim Box 2068 or 761-7481

WANTED: Ride to Iowa over X-mas break. Willing to share expenses & driving. Contact Box 2066 or call 767-9861.

Ride needed to Rochester, N.Y. or nearby (like Buffalo, Syracuse, Utica, etc.) for the Christmas races. Will share driving and expenses. Call Howard 258-0190 or Box 3237.

FOR RENT - ROOMS

FOR RENT: Rooms available, minutes from school, parking available, easy walking to shopping. Bo Dunn 252-0853. Hotel Troy, 217 Volusia Ave.

AVAILABLE DEC 1st: 2 Bedrooms. Nicely furnished Apt. 2 Blocks off the Beach \$235.00 per month. Call 761-2852.

ROOM FOR RENT: Newly furnished room with desk, wall to wall carpet, paneling, and large walk-in closet. Use of complete kitchen, full bath, 2 car garage, telephone, large yard, and washing machine. In walking distance to large shopping center, 7 minutes from Riddler. Quiet studios residents. \$50 a month, you pay no utilities. Available starting in Spring. Tr. Call Gene at 253-6185, or stop by at 1219 David Drive, Holly Hill.

ATTENTION AFROTC CADETS: I have both summer and winter room dress officer uniforms, jackets, pants, and suspenders. Sizes 38R on Jackets and 24 on Pants. Have enough cloth to be tailored. Cost new would cost close to \$450.00 for both. Almost new (worn once) \$215 or best offer for both. Contact Pat at Box 2287 or Call 258-9647.

FOR SALE - MISC

FOR SALE: 15 foot sailboat Sea Shark Mach 3 includes life jackets and paddles \$325 or best offer. Contact Stacy at the Pub.

FOR SALE: 1 study desk, formica top, 3 drawer plus fluorescent lamp, excellent condition for \$40.00.
1 table, formica top with 4 chairs in good condition \$20.00.
Contact Box 1446.

FOR SALE: Formica kitchen table with lead and four chairs like new. \$85. 258-2722.

FOR SALE - 3 Bantock, high backs with black vinyl. \$125 each. Contact Mickey at Ext. 326.

FOR SALE: Formica kitchen table with lead and four chairs. Like new. \$85 or best offer. Box 3405.

FOR SALE: Texas Instruments TR-40 Calculator, like new. \$20.00. Contact Steve at 258-7578 or ERAU Box 4357.

WINCHESTER MODEL 94: lever action carbine. 30-30 cal. Solid Walnut stock. 6-shot capacity magazine, balanced, lightweight, easy to handle. Bandnew condition. Must see. Asking \$99.00. Call Dave at 258-2245 (preferably after 6:00) or drop a note in Box 1052.

FOR SALE - AUDIO

Pioneer Stereo turntable, receiver, speakers, 8-track recorder. Best offer over \$150. Ellen 258-5746, Box 1191.

HEADPHONES BRAND NEW! Koss HV/LIC sell for \$55.00 will sell for \$20.00. This is Koss's top of the Line Light weight headphones. Call Howard 258-0190 or Box 3237.

Stereo Components - lowest prices. All major brands. Call Tim at 761-7481 after 5 p.m.

LOST & FOUND

FOUND: pin/tack from Stetson University - emblem, name, and two prongs in back. See Harry, A-2116.

LOST - Log Book: If found please return to Box 2006, (Kandy Bottoms).

NAME THAT PLANE



The first person calling 253-0621, Ext. 5 with the correct name will receive a \$10.00 Gift Certificate from **HOLTON VOLKSWAGEN, AUDI, MAZDA, INC.**

The second person calling the above number and extension will receive a \$5.00 gift certificate.

LAST WEEK'S NAME THAT PLANE WAS A

The Incredible Rabbit.

It's one great surprise after another.



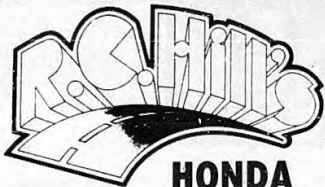
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You don't have to be an automotive engineer to appreciate the difference between a Rabbit and an ordinary car. Just run a Rabbit through a few curves. Feel the road-hugging front wheel drive literally pulling you around tough corners. Precise rack and pinion steering puts you in control. And a quick, eager shift linkage lets you move up and down through the gears at will. In front, the engine over the drive wheels gives you superb tracking stability. And in back, Rabbit's innovative "independent stabilizer" rear axle combines the stable tracking of a rigid axle with the smoothness of four-wheel independent suspension. But stopping is just as important as going. So Rabbit is equipped with large front wheel disc brakes. And this year, the optional brake booster has been enlarged for quicker, easier stopping. For safety, there are dual diagonal brake circuits. So even if one fails,

a second is still there. And in case of a front tire blowout, Rabbit is equipped with negative steering roll radius to help maintain directional stability. Underneath it all, Rabbit is a unitized steel cage fortified with literally thousands of spot welds. This cage is protected by an engine compartment in front and a trunk in back, both of which are designed to absorb energy in the event of a collision. The roof is supported by six steel posts. And the doors are reinforced with steel anti-intrusion bars. If you choose the Deluxe Rabbit, you'll get front seat belts that put themselves on as you sit yourself down. They're part of what has been described as "the most effective and least expensive passive restraint system" in the industry. Not bad!

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thru
Friday
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Saturday
9-5

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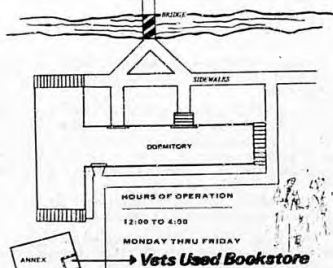
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